

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. At the port of Ustka (Stolpmuende). 25X1
vessels loaded principally coal, but occasionally they also took on salt and chemical fertilizers. Most of these vessels have a tonnage of less than 1,000 BRT each. In the course of a week, an average of about 12 to 15 25X1
vessels came to Ustka. During the same period, about three to five other ships 25X1
called at Ustka; most of these unloaded a limited amount of cargo from a foreign port, were bunkered, and seldom took on Polish cargo. Soviet vessels called at Ustka very rarely; 25X1
when they did, cargo that they took on included all kinds of machinery, linen, and copper cable, of which there are large stocks at Ustka. 25X1
Soviet and other vessels that called at Ustka were small in size. 25X1
2. 25X1
the port of Ustka was closed to all foreign vessels except Soviet vessels.
3. Following are the water depths in the port of Ustka:
 - a. From the mouth of the port canal to the New Basin, between 7.3 and 6.5 meters.
 - b. Further to the south, from the New Basin up to the Winter Basin, between 6.3 and 5.1 meters.

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- c. Still further to the south, depths range from 5.1 to 1.0 meters; the shallowest area is at the point where the Slupia River runs into the port canal and forms the so-called shoals, where the water is less than one meter in depth.
- d. Along the western side of the port canal, in the Awanport, the depth ranges between 1.5 and 3 meters; this part of the port is occasionally dredged, but the work is never completed. The port authorities intend to dredge this part of the port to a depth of at least 6 meters.
4. The Paris Commune Shipyard at Gdynia produces parts for naval torpedoes, and may produce torpedoes themselves.¹
5. [redacted] one of the shipyards in Szczecin (Stettin) is building submarines for the Polish Navy.² 25X1
6. At the port of Gdynia, port employees are checked at two places: at the main entrance of the free zone of the harbor, where the most stringent check takes place; and inside the free zone, when passing from one section into the other. Controls are always stricter when a Polish or a foreign vessel is in port; in particular, in such cases, attempts are made to discover letters and packages coming from outside Poland.
7. [redacted] 25X1
8. The Polish vessel M.S. GENERAL WALTER [redacted] usually carries special railroad equipment, such as tank and refrigerating cars produced at the train factory at Sanok, and large quantities of cement. On its return trips [redacted] to Poland, the ship brings raw leather, cotton, and wool. Both on the outgoing and incoming trips, the vessel carries Communists and agents of Polish and other nationalities. These men come to Poland to receive training and to be furnished with various kinds of personal documents which they require. 25X1
1. [redacted] Comment. This information has not been previously reported. However [redacted] there is a torpedo workshop at Oksywie in which torpedoes are prepared for training purposes. 25X1
2. [redacted] Comment: There is, in Szczecin, only one shipyard, called Zjednoczone Stocznie Szczecinskie (United Szczecin Shipyards) located near the Poniatowski Bridge [redacted] at this yard, or at some other location, two wrecked German submarines, which were raised from the water at Szczecin are being cut up. 25X1
- [redacted] Comment. It has been continuously rumored that submarines are being constructed at the Vulkan Shipyard in Szczecin). 25X1

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